

The Alaskan Way Viaduct and Seawall Project

An Urgent Need

A Unique Opportunity

Design Plan Cost Ranges and Potential Funding Sources

John Reilly, JRA, Inc.

David Dye,
WSDOT Urban Corridors Administrator

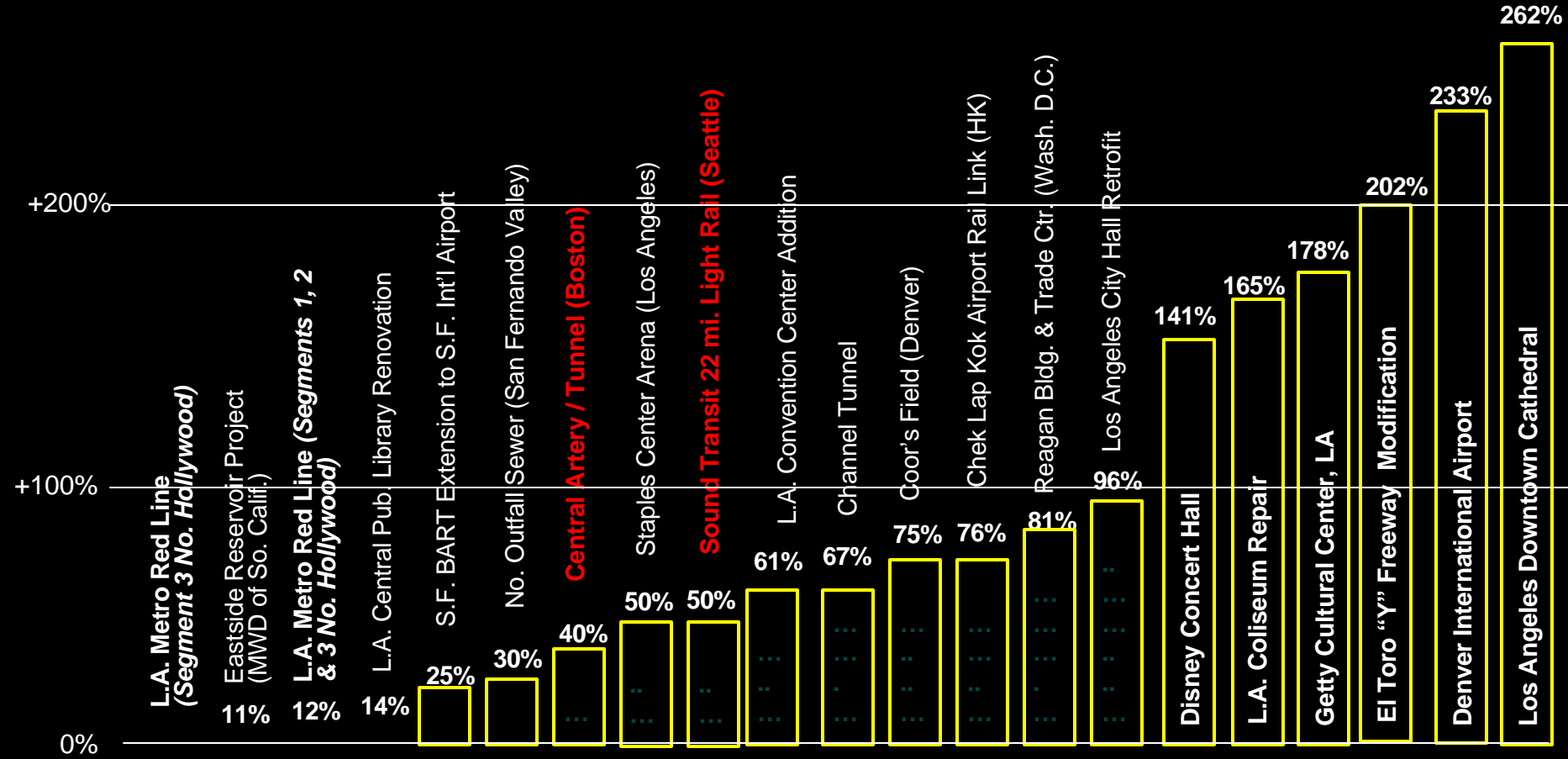
Maureen Sullivan,
WSDOT Urban Corridors Project Director

Grace Crunican,
Seattle Department of Transportation Director

Cost Estimating – What's the Problem?

- Current estimating practices produce “a number,” mask critical risk and variation assumptions
- Scope often underestimated and impacts costs and schedule
- Costs often estimated in today's dollars, not year of expenditure
- Not thinking strategically about cost and risk early in the process

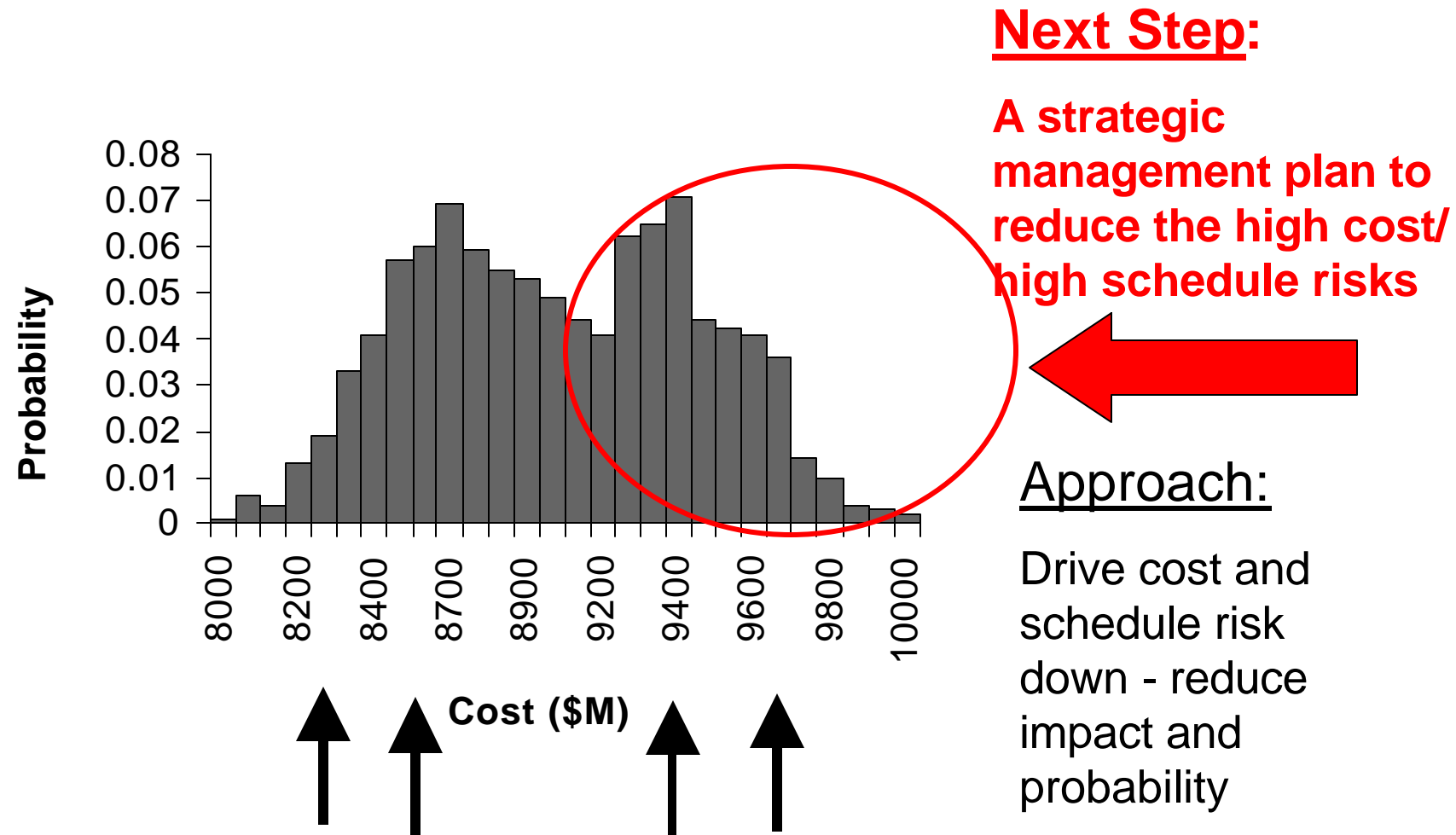
Cost Growth – Large Projects Percent Over Original Budget



Key National Findings

- Significant cost and schedule overruns in about half of the projects
- Most influential factors:
 - Owner expertise, structure, policies
 - Stakeholder issues
 - Inability to reliably forecast cost and schedule
 - Inability to strategically manage the project
 - Procurement procedures and requirements

Cost and Schedule Models



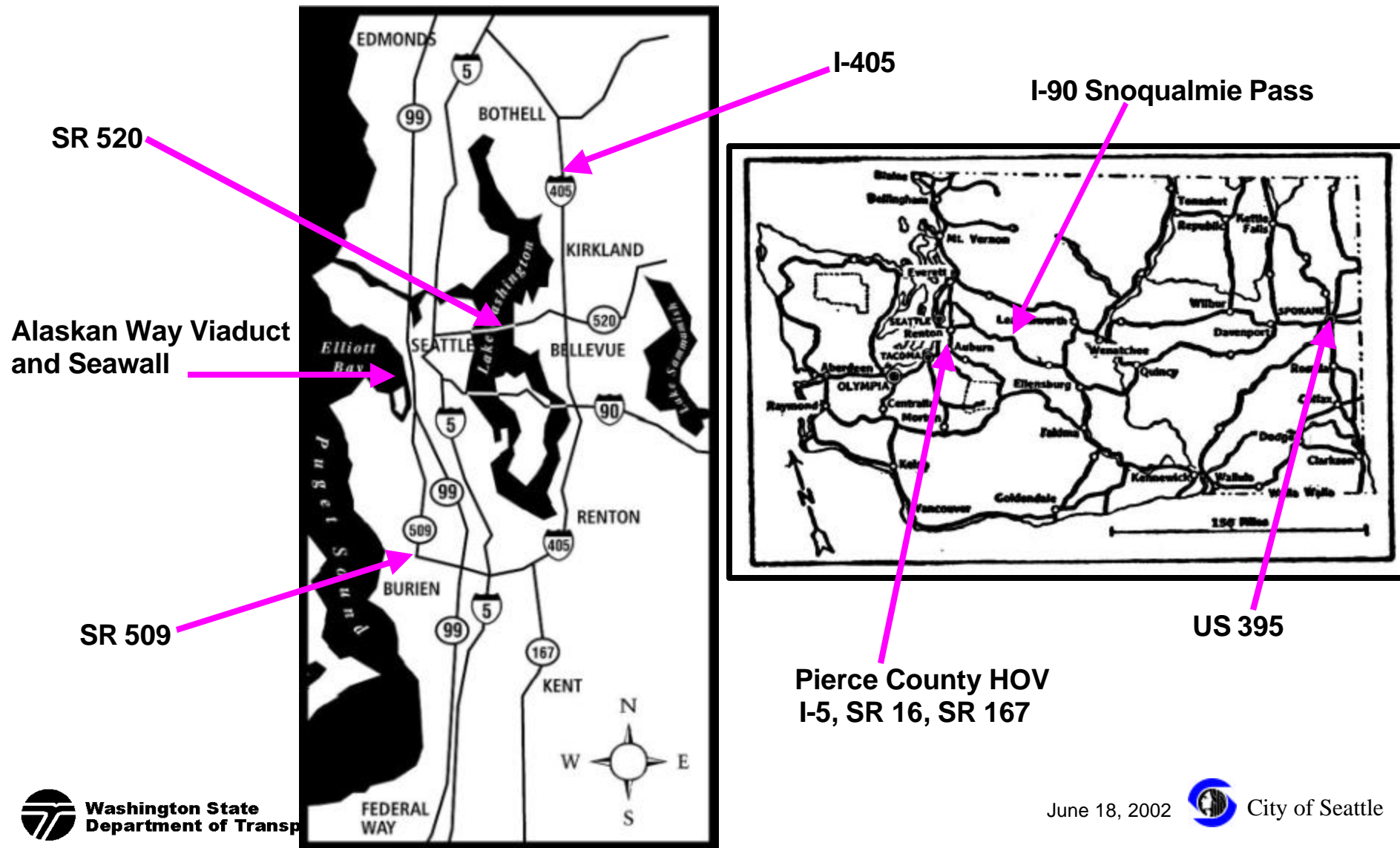
Purpose of Project Cost Information

- Provide most up-to-date project information on cost ranges, benefits, risks, and schedules to:
 - *regional decision makers* for financing decisions
 - *project executive and leadership committees* for further project definition and phasing discussions
- Align public expectations about investment levels required for transportation projects

Cost Estimate Validation Process

- Since February:
 - Implemented a systematic cost estimate validation process (CEVP)
 - Worked with regional and national experts on mega-projects to review projects' scopes and cost estimates
 - Identified cost estimate ranges and risks to project costs and schedules
 - Summarized project benefits

CEVP Projects



Key Points For All Projects

- Cost estimates are stated in dollar ranges, not as single numbers
- Cost ranges are not a warranty
- Construction schedules and year of expenditure drive cost estimate ranges
- Level of design varies
- Definition and phasing decisions pending
- All projects have risks!

Key Points For AWW

- Significant cost ranges and variability, depending on each option
- Risk issues include seismic criteria changes, contaminated soil, and soil conditions
- All plans address seismic vulnerability of existing viaduct and seawall and include safety improvements
- Constructing in dense urban environment complex
- Phasing possible, but difficult

Schedule and Cost Ranges

Description	Schedule	CEVP Results
Rebuild	Start: 2006-2008 End: 2017-2019 Inflation escalated to: 2011	\$3.2 to \$3.5B
Plan A	Start: 2006-2008 End: 2017-2019 Inflation escalated to: 2011	\$5.7 to \$6.4B
Plan B	Start: 2006-2008 End: 2019-2021 Inflation escalated to: 2013	\$7.8 to \$8.9B
Plan C	Start: 2006-2008 End: 2018-2020 Inflation escalated to: 2013	\$10.1 to \$11.6B
Plan D	Start: 2006-2008 End: 2020-2022 Inflation escalated to: 2014	\$8.8 to \$10.3B

State Funding Overview

- State Funding
 - **AWV: \$450 M**
 - I-405: \$1,770 M
 - SR 509: \$500 M
 - Trans-Lake: \$100 M
- Other State Projects
 - I-5 HOV, I-90, SR 18, and SR 167 HOV

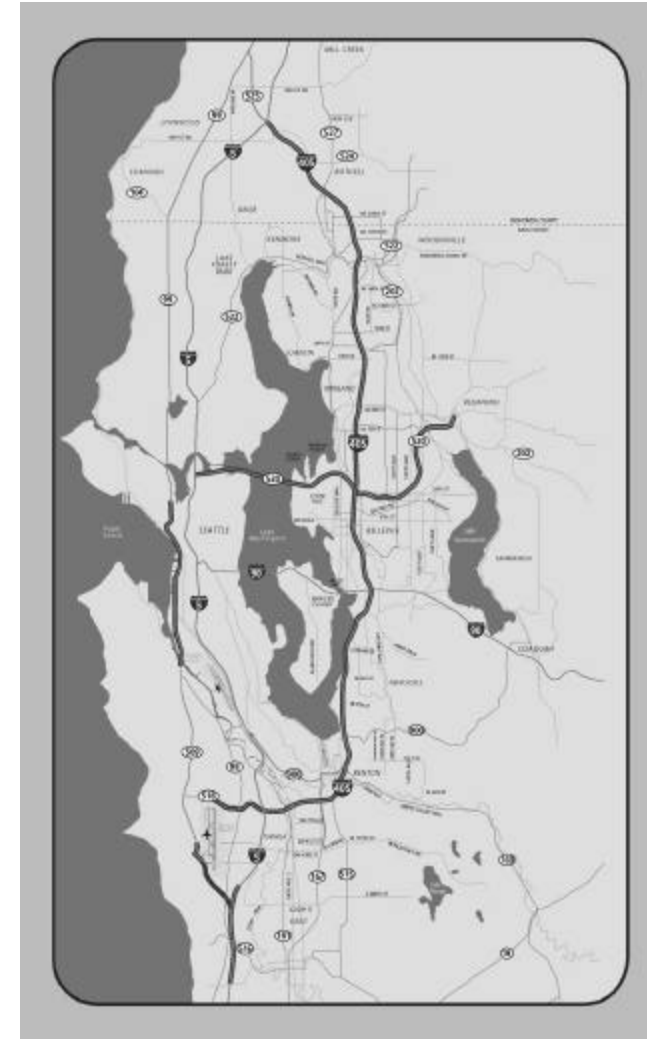


Total Amount of Funding: \$7,700 M

Regional Funding Overview

- County Executives' Regional Proposal
 - **AWV: \$1,500 – 2,000 M**
 - I-405: \$1,000 – 1,400 M
 - SR 509: \$200 M
 - Trans-Lake: \$800 – 1,400 M
- RTID Proposal – Status

Total Amount of Funding:
\$6,250 to \$7,500 M



Other Funding Sources

- City
- Other Jurisdictions
- Federal
 - TIFIA (Transportation Infrastructure and Innovations Act)
 - Army Corps of Engineers
 - Potential new programs

Phasing Principles

- Address greatest seismic risk first
- Provide a usable facility – “functional utility”
- Work toward a consensus vision for the corridor

Phasing -- Schedule and Cost Ranges

Description	Schedule	CEVP Results
Plan A – Phase 1	Start: 2006-2008 End: 2010-2012 Inflation escalated to: 2010	\$1.8 to \$2.2 B
Plan B – Phase 1	Start: 2006-2008 End: 2012-2014 Inflation escalated to: 2010	\$4.9 to \$5.8 B
Plan C – Phase 1	Start: 2006-2008 End: 2012-2018 Inflation escalated to: 2011	\$3.6 to \$4.3 B
Plan D – Phase 1*	Start: 2006-2008 End: 2016-2018 Inflation escalated to: 2012	\$7.3 to \$8.6 B

*Phasing plan revised since June 3, 2002 to same as Plan C

Upcoming Events

- Next Leadership Group meeting – July 23
- Objective: recommend preferred design plan for feedback
 - Provide draft blueprint on transportation demand management
 - Provide results on tolling analysis
- Meet again in fall
- Continue public outreach
 - Series of public open houses – July 24, 25, and 30
- Continue development of phasing scenarios
- Provide ranges of surface street improvements